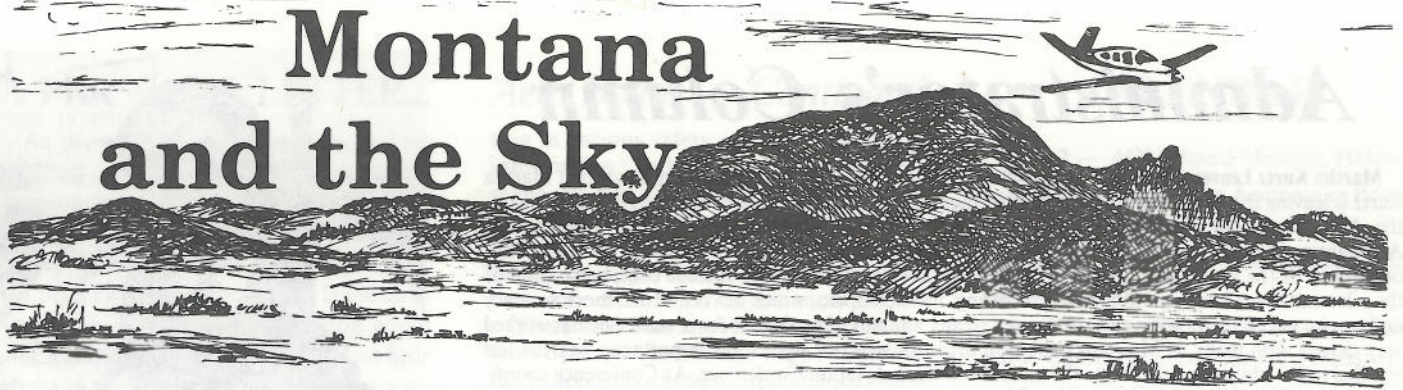


Montana and the Sky



Vol. 41, No. 10

MONTANA AERONAUTICS DIVISION

October 1990

AN UPDATE ON THE PROPOSED DOT

The Montana Aeronautics Board visited with Department of Commerce Director Chuck Brooke during both their June and September meetings and received updates on the proposed Department of Transportation.

Brooke expressed the feeling that the Board and others in the aviation community should look at the potential of such a department and be active in promoting private and commercial aviation in Montana and the place of aviation in the overall transportation system of the state.

The stated goals and objectives of the proposed DOT are: 1) coordinated multi-modal planning for Montana's transportation; 2) promotion of transportation as a key element in economic development; 3) promotion of public convenience with "one-stop shopping" concept; and 4) cost saving through elimination of the duplication of services and programs.

The concerns of the public regarding the proposed DOT were heard through a series of hearings conducted by a DOT Advisory Committee during early June. The Advisory Committee was made up of representatives of the various entities being considered to be a part of a DOT along with legislators and other state leaders. During those hearings, the aviation industry indicated concern about being lost in a "super highway department." They also expressed concern about the aviation earmarked funding being used by some other entity. Those issues have been noted and forwarded to the Governor.

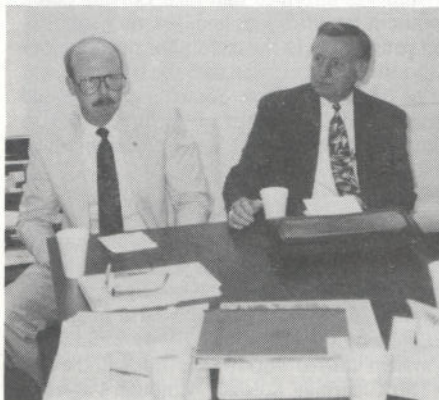
According to Brooke, what is evolving at the present time is that there will be a director of the DOT supervising four divisions, each headed by a deputy director. Those divisions would be Aeronautics, Public Transportation,

Highways, and Administration. Very clearly, Aeronautics is on an equal footing with a separate division status equal to the other three. An organizational chart is being drafted which will demonstrate Aeronautics' importance in the DOT.

Brooke has met with the Governor and his Budget Director concerning the funding issues. Earmarked funding is a concern not only of the aviation community but also some of the other proposed DOT entities. However, the earmarked funding of each entity will remain as it now exists - aviation fuel tax will be used only to fund Aeronautics programs and projects.

As a demonstration of the Governor's commitment to this, his budget proposal, which will be presented to the legislature, includes the DOT.

Brooke expressed the feeling that the new DOT is a tremendous opportunity for aviation to play a more significant role in the transportation needs of Montana.



Department of Commerce Director Chuck Brooke (left) and Lt. Gov. Allen Kolstad were special guests of the Aeronautics Board during their September meeting in West Yellowstone.

AERO BOARD ADDRESSES AIRPORT SAFETY

Airport safety was one of many topics discussed during a meeting of the Montana Aeronautics Board held September 6 - 7, 1990, at the Yellowstone Airport.

Other topics covered during the two-day meeting were updates on the Fiscal 92-93 budgeting, an in-depth look at the financial status of the Yellowstone Airport, a review of proposed aviation legislation, and reports from the Safety and Education Bureau, Airport/Airways Bureau, and the Division administrator. The Board also toured the Yellowstone Airport facility and the U.S. Forest Service Smoke Jumpers Base.

Special guests at the meeting were Lt. Gov. Allen Kolstad and Department of Commerce Director Chuck Brooke.

The Board also met with Mayor Carolyn Janssen and other civic leaders from the community of West Yellowstone to discuss the future of the Yellowstone Airport and its potential. It was decided that the City Council will appoint an Airport Advisory Board which will meet on a regular basis with the Aeronautics Division. This would serve to keep the community up to date on general operations and projects at the Airport and provide a forum for input from the community. State officials and West Yellowstone community leaders felt that there is a potential for improved tourism and airport activity through the type of promotion that can only be accomplished by the community itself. Redge Meierhenry, Division aviation representative, gave the Board an in-depth review of the procedures used during the airport safety inspections done annually by the Division. Meierhenry also outlined the various ways in which the Division is working to improve airport safety through participa

Continued on Page 3

Administrator's Column

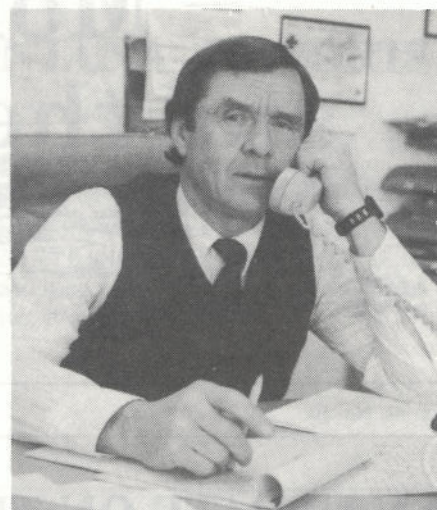
Martha Kurtz Leaves Aeronautics. It is with a great deal of regret that I must announce that Martha Kurtz is leaving the Aeronautics Division to further her career in the private sector. As my Administrative Assistant for the past eight years, Martha has been a tremendous asset not only to me and the Aeronautics Division but the entire Montana aviation industry. Martha streamlined the day-to-day operations of the Aeronautics Division's administrative functions, which include computerization of the pilot and aircraft registration, word processing, newsletter, etc., which has resulted in more accuracy and promptness plus allowing us to perform a greater amount of work with fewer staff. She has worked very closely with many of Montana's aviation organizations. Of significant importance, Martha has excelled in her ability to coordinate the annual Montana Aviation Conference. As Conference coordinator since its inception, Martha's contributions toward this effort have gained her the respect and appreciation of the entire aviation community, not only in Montana but throughout the western U.S. as well as Canada. Although we all hate to see Martha leave the Aeronautics Division and her many aviation friends, I know you all join me in wishing her every success and happiness in her new career. We shall all miss you, Martha.

If you should like to send a personal note to Martha, just mark it "personal," and we will forward it on to her.

General Aviation Liability Reform Again Fails. James D. Gormley, president of the General Aviation Manufacturers Association (GAMA), recently stated that although the turbine powered aircraft are experiencing increased shipments and billings, piston engine shipments and billings are showing a 30 percent decrease over 1989 levels. This is a 95 percent drop from 1978, and unfair product liability is driving manufacturers out of the piston engine aircraft business. Gormley said that he is convinced that the piston aircraft industry would flourish if there were some rationality to our nation's tort system. The general aviation tort reform legislation has, for the past five years, been before Congress and failed, even though there has been considerable support in both the U.S. House and Senate; but the Association of Trial Lawyers of America, a well-funded group with many close allies in Congress, has been successful in holding up the legislation. Gormley said that the future is uncertain for the piston engine aircraft industry due to the liability burden that the manufacturers must bear for the tens of thousands of aircraft now in service for which they remain liable forever.

New Loran C Coverage Soon. The latest U.S. Coast Guard projections for completion of constructing the new Loran C transmitting stations is still pretty much on target. The new South Central U.S. Chain (SOCUS) is expected to be operational in December 1990, and the new North Central U.S. Chain (NOCUS) is expected to be in operation in April 1991. This chain will include existing transmitter stations at Baudette, Minnesota, and Williams Lake, B.C. These two stations are undergoing dual rating modifications. After the new chains are operational, Loran C instrument (nonprecision) approaches will be developed; however, in order to make possible the establishment of an instrument approach, Loran C signal quality monitors must be installed at locations within certain maximum distances from the affected airport. In Montana, there will be signal monitors installed in existing VOR stations at Billings, Cut Bank, Glasgow, Havre, Kalispell, Lewistown, Livingston, Miles City, and Missoula. The most common question I am asked is, "What about our present aircraft Loran C receivers? Will I have to buy a new one, or will my old Loran C receiver be capable of receiving the new chains?" I have called one major Loran C manufacturer (Morrow) and was informed that their existing Loran C receivers are not capable of receiving the new chains without modification; and, yes, they will provide this service. Their Loran C dealer will be able to send your unit in to the factory for the necessary modification. I'm sure that the other manufacturers will also have a similar upgrade program, but you should check with your dealer or the manufacturer to find out for sure. Something you should consider before spending the money to have your existing Loran C upgraded is that if you plan to utilize your Loran C for instrument approach navigation you must have a Loran C receiver which is certified by the FAA for instrument approach capability.

NTSB Opposes FAA Proposed Rule for ELTs. NTSB Chairman Jim Kolstad (from Montana) has asked the FAA to reconsider their proposal to mandate new and more stringent manufacturing requirements for ELTs. The FAA's Notice of Proposed Rulemaking (NPRM) would basically be to "beef up" the existing ELT making it more dependable, and it would still transmit on 121.5 MHz frequency. Kolstad favors instead a new generation ELT which transmits on the 406 MHz frequency and is far more compatible to the more precision satellite tracking system utilized worldwide. Although the new 406 ELT will be more expensive, I have to agree with NTSB Chairman Kolstad. Although I agree in part with the FAA, that, yes, we do need a more reliable ELT, I have to question why aircraft owners should have to spend millions of dollars to reequip their existing fleet with what I consider to be only "an interim" ELT when it is inevitable that we will eventually go to the 406 ELT anyway. One of the



major failure causes we have with the existing ELT is an installation inadequacy, and the FAA can promulgate rules to address this without redesigning an entire ELT. I say lets "GRANDFATHER" our existing ELTs as per the FAA NPRM proposal for the TSO 91a ELT and gradually go to the new 406 ELT instead of the TSO 91a ELT, but only after the FAA has incorporated into it the same manufacturing reliability requirements as set forth in the proposed Technical Standard Order for the 91a ELT.

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Chuck Brooke, Director

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A PERSONAL LETTER...

As most of you know by now, I have resigned my job with the Aeronautics Division to take a position in the private sector. It was an extremely difficult decision for me to make.

I began with the Aeronautics Division in September 1982, knowing nothing about aviation except that I was more than a little afraid to fly. Eight years later I know a lot more about aviation and have graduated to being merely a "white knuckle flyer"! I have also gained a respect and admiration for those who are a part of the aviation community.

The years have brought successes and frustrations, but above all are the friendships I have made. These I will take with me and cherish.

To the staff at the Aeronautics Division who are most deserving for having put up with me for all this time, and to all of you in Montana's aviation community who have offered your friendship and support, please accept my sincere thanks. I will miss you!

Martha

FERGUSON ELECTED INAC VEEP

Michael D. Ferguson, administrator of the Montana Aeronautics Division, was elected U.S. Vice President of the International Northwest Aviation Council at their annual meeting in Portland, Oregon, in August.

INAC has two vice presidents - one from the U.S. and one from Canada. If Ferguson progresses through the chairs in the usual manner, he will serve as president of the organization in 1992.

INAC offers a forum for all provincial, northwestern states, and federal aviation organizations and governments to present a united front on issues affecting aviation in the northwest. The group was organized to foster and promote the development of civil aviation in Canada and the U.S. and maintains a cooperative liaison with state, federal, and provincial governments in all matters affecting aircraft operation in Canada and the U.S. INAC is strongly dedicated to the promotion of aviation education and provides student scholarships through their education program.

Aero Board — Continued

tion in various safety seminars, providing information and assistance to airport managers, use of the newsletter as a forum to disseminate information on airport problems and their solutions, and expansion of the airport inspection program from data collection to safety enhancement.

There was considerable discussion on the issue of airport safety and ways to improve the procedures already implemented. As a result of that discussion, the Division will: 1) require airport managers to report back to the Division when an unsafe condition on an airport has been corrected. This will be accomplished through a tear-off form left with the manager at the time of the inspection which will include a deadline for response; 2) insure the issuance of a NOTAM at any airport at which an unsafe condition is discovered during an inspection. It was also emphasized that pilots must be relied upon to report unsafe airport conditions.

Regarding the proposed increase in pilot registration fees, the Board recommended that the fee be increased to the maximum the law allows, which is \$10 per year. However, they also recommended that a subscription to the newsletter be included as a part of that increased fee so that every registered pilot will receive the monthly Montana and the Sky. They felt that this would serve to keep all the state's pilots better informed of the activities of the Board and the Division as well as provide airport and flight safety information.

The Board also visited with Department of Commerce Director Chuck Brooke regarding the proposed state DOT (see related article).

The next Aeronautics Board meeting will be held December 6 - 7 at the Aeronautics Board room in Helena. As always, Board meetings are open to the public.

CALENDAR

Nov. 2 — AOM Board Meeting, Helena.

Dec. 6 - 7 — Montana Aeronautics Board Meeting, Helena.

Feb. 15 - 17 — Flight Instructor Refresher Clinic, Helena.

Feb. 27 - March 2 — 1991 Montana Aviation Conference, Outlaw Inn, Kalispell.

May 15 — LORAN-C Users' Forum, Airport Hilton Hotel, El Paso, Texas.

June 17 - 28 — Aerospace Teacher Workshops.

Sept. 20 - 22 — Mountain Search Pilot Clinic, Kalispell.

DIVISION AWARDS FLIGHT SCHOLARSHIPS

The Aeronautics Division has awarded two \$250 flight scholarships to Montana high school students. The scholarships pay for \$250 worth of flight training with the FBO of the student's choice.

Winner of one of the scholarships was Rod Vogel, who graduated from Broadwater County High School in Townsend this spring. Rod is currently attending Northern Montana College and intends to continue his education next year through enrollment in the Helena Vo Tech aviation mechanics course.

Winning from Kalispell was Garth Thompson, who attended Flathead County High School. Garth maintains an A⁺ average and is attending the University of North Dakota with an eye to becoming a professional pilot.



As part of a tour of the Yellowstone Airport, the Aeronautics Board visited the U.S. Forest Service Jump Center. Receiving a briefing from a Forest Service employee are (from left) Pete Pederson, Glasgow; Joel Fenger, Chester; Howard Gipe, Kalispell; Douglas Freeman, Hardin; Sig Ugrin, Miles City; Mike Strand, Kalispell; George Teslovick, Great Falls; and Al Cochrane, Bigfork.

ANTIQUE FLY-IN HELD AUGUST 3 - 5 IN THREE FORKS



Kathryn Pluhar receives special "thank you" for her help with the Fly-In from Paula DeKeyrel. This was the 13th annual gathering of the Montana Antique Aircraft Association.



Airplanes were not the only antiques on display.



Mike Ferguson (left) was surprised with a special plaque naming him "Montana Aviation's Best Friend." The presentation was made by MAAA President Bud Hall.



Paula DeKeyrel receives special recognition and appreciation as she steps down as Secretary/Treasurer of the Antique Association.



Don Saunders, St. Alberta, Alberta, Canada, is presented with the People's Choice Award for his 1943 Staggerwing. Winner of the Best Classic was Steve Bakke with his 1952 Cessna. Steve had to leave for home before the awards ceremony.



Jim Damron flew his 1978 Corben Baby Ace 'D' all the way from Alabama to earn the Furthest Distance award.



Winners of the Best Antique award were Ray and Darlene Sanders, Kalispell.



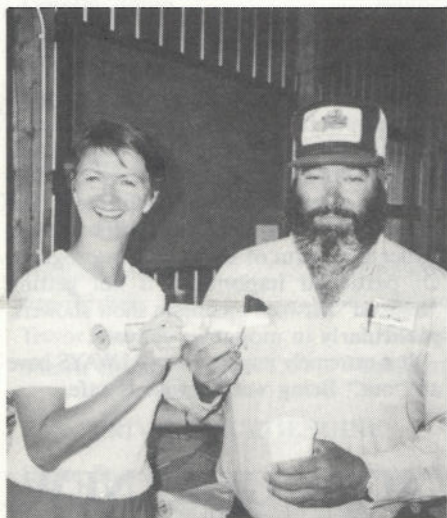
This is Don Saunders' beautiful Staggerwing. Don was among those touring Montana with the Alberta Aviation Council's Air Tour '90.



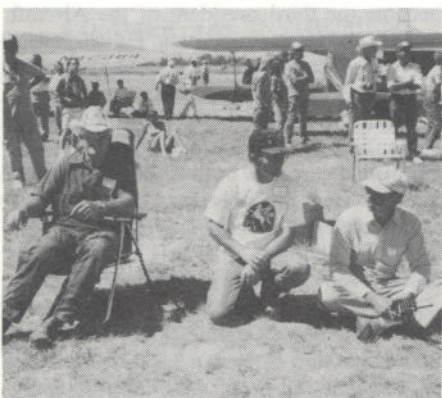
Bob and Toni Heckel, Kalispell, won Best Homebuilt with their 1988 Sportsman PA-14.



LeRoy Keilman, Billings, was the oldest pilot in attendance.



The spot landing contest was won by Larry Luckinbill, Columbus. Larry flew a 1982 Experimental Arctic Tern.



Having a rest and a visit are (from left) Frank Bass, Moore; Ray Sanders, Kalispell; and Hank Galpin, also from Kalispell.

AIRPLANE MANUFACTURING FIRM IN HELENA

Montana Coyote, Inc., is a new Helena based company manufacturing kit airplanes. The company is owned by Jim Tomash and Dr. Dick Sims.

Tomash designed the plane himself. He has taken over the old cattle shipping facility on the Helena Regional Airport and plans to remodel it into his aircraft factory.

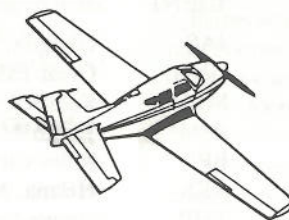
Tomash and Sims took one of their planes to Oshkosh this summer and several tentative orders grew out of that exhibit - some from as far away as Africa and Spain. A California doctor is working on a deal to use the airplanes for game management in Africa; and if that materializes, it could result in an order for as many as 26 airplanes by spring.

The airplane uses a standard automobile engine, has a 38' 10" wing span, a cabin width of 47", and has a cruise speed of 110 mph.

The prototype will be fine-tuned and tested in October and Tomash and Sims expect to begin delivering completed kits in mid-December.



Jim Tomash (left) and Dr. Dick Sims pose beside their exhibit of the new Montana Coyote at the Fly-In Convention in Oshkosh in August.



MAMA MEETS IN HELENA



Conducting the business meeting are Joe Attwood (left) executive secretary of MAMA, and Monte Eliason, president. Attwood is manager of Great Falls International Airport and Eliason manages Glacier Park International at Kalispell.



Some of the participants in the MAMA meeting. In addition to a regular business meeting, the group discussed numerous aviation issues including a regional burn facility.

LEARN TO USE FLIGHT WATCH

The purpose of En Route Flight Advisory Service (EFAS or Flight Watch) is to enhance aviation safety by providing en route aircraft with timely and meaningful weather advisories. EFAS serves as a common collector for receiving and disseminating current in flight weather, NOTAMs and pilot reports, etc. Pilot participation, therefore, is essential to the success of the EFAS program.

The EFAS program is not intended for filing flight plans, position reporting, or for obtaining complete weather briefings. Flight plans and complete briefings should be taken care of before takeoff. The EFAS program is intended to provide pilots with updated weather and pilot reports while en route. Pilots requesting services not within the scope of EFAS will be advised of the appropriate air traffic facility to contact and the frequency to use.

The boundaries of each EFAS area roughly coincide with the en route traffic control

centers' boundaries. Frequency 122.0 is used to communicate with aircraft operating below FL180 throughout the U.S. Aircraft operating at FL180 and above should use the discrete frequency for the EFAS area they are transiting. The Cedar City AFSS operates 24 low altitude EFAS outlets on 122.0 and seven high altitude outlets on 133.025. The outlets and their available frequencies are listed below. When contacting any EFAS facility, please give your aircraft identification and the name of the VOR nearest your position.

Example: "Cedar City Flight Watch, Baron 46382, twenty north of Delta VOR, over."

Remember:

1. EFAS is available only from 6:00 a.m. until 10:00 p.m. local nationwide.

2. If you don't pass pilot reports to EFAS, your information will not be available to the next pilot along your route. Someday you may be the "next pilot" who needs the information.

WEATHER NO RESPECTOR OF EXPERIENCE OR AGE

By: Fred Hasskamp, Chief
Safety and Education Bureau

According to aviation accident statistics, four out of every ten general aviation accidents in which weather is involved are fatal.

Continued VFR flight into instrument meteorological conditions is one of the biggest causes of fatal aircraft accidents. There is no such thing as part VFR, part IFR. To be safe, an appropriately rated and equipped instrument pilot should either fly IFR or fly VFR - not both. VFR only pilots, of course, do not fly IFR.

From now until next summer, the Rocky Mountain area will see many fast moving cold fronts with varying weather conditions ahead and behind those fronts. Scattered mountain snow showers, which are so prevalent, often provide the unexpected weather conditions that can get a pilot in trouble.

Weather reporting stations are few and far between in a state as large as Montana, so often the weather between observation points will be quite different than the local weather observations would indicate. Three miles visibility less than unlimited will often indicate a storm of some type in progress. Of particular importance is not getting "trapped" between mountain snow showers, particularly in mountain canyons.

It is extremely important to ALWAYS have an "out." Being weatherwise is safe.

AOPA GETS NEW PRESIDENT

Phil Boyer, a long-time broadcasting executive and general aviation advocate, will become the third president of the Aircraft Owners and Pilots Association. He will replace AOPA President John L. Baker, who will retire at the end of the year.

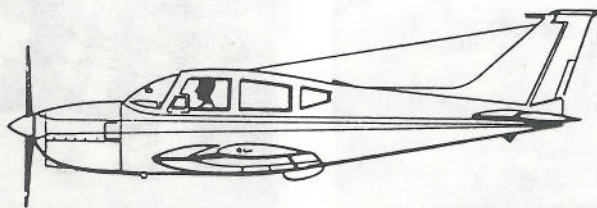
Boyer, who will become AOPA president on January 1, 1991, has had a long and distinguished career in both broadcasting and aviation. He is probably best known to pilots as the developer and publisher of ABC's Wide World of Flying, a quarterly subscription-based video magazine produced since 1987.

Boyer, 49, is currently Senior Vice President, Development, for Capital Cities/ABC Video Enterprises, Inc. Boyer is a 3,000-hour private pilot and aircraft owner who has been flying for more than 23 years. He currently owns a Cessna 340A and is instrument and multiengine rated.

LOCATION	IDENT	LOCATION	IDENT
Ashton, ID	4AS	Glasgow, MT	GGW
Bliss, ID	GNG	Great Falls, MT*	GTF*
Malad City, ID	MLD	Kalispell, MT	FCA
Squaw Butte, ID*	4EM*	Judith Mountain, MT	P93
Big Piney, WY**	BPI**	Miles City, MT*	MLS*
Rock Springs, WY	RKS	Helena, MT	HLN
Thermopolis, WY	THP	University Mountain, MT	9UM
Battle Mountain, NV*	BAM*	Cedar City, UT*	CDC*
Tonopah, NV	TPH	Delle, UT	4DL
Wilson Creek, NV	ILC	Delta, UT	DTA
Rome, OR	REO	Francis Peak, UT**	SLC**
Billings, MT	BIL	Sunnyside, UT	4SS
Butte, MT	BTM	Provo, UT	PVU

*Outlet has both low (122.0) and high altitude (133.025) frequencies.

**Outlet has high altitude (133.025) frequency only.



FAA ISSUES CERTIFICATES

PRIVATE

Bruce Barnes Helena
Lara Bergman Hamilton
Roger Bessler Great Falls
Gerald Damron Billings
James Griswold Great Falls
Charles Hamway Billings
Joel Kaleva Cut Bank
Gayle LaBlanc Butte
Mark Miller Missoula
William Nicholls Butte
Kristi Schmidt Victor
James Taylor Great Falls
Christine Thompson Columbia Falls
Lance Tinseth Kalispell
Timothy Tobin Billings
Martin Vook Butte
Carroll Watson Cardwell
Robert Western Laurel
Fred Peipelman Bozeman
Ruthmary Tonn (Glider)..... Bozeman

PRIVATE INSTRUMENT

Michael Pederson Glasgow
Ronald Ries Edgar
Trevor Thomas Simms
Shawn Brumley Shepherd

PRIVATE MULTIENGINE

Diana Stevens Belgrade

PRIVATE SEAPLANE

Marvin Rehbein Plains
Thaddeus Solem Chinook

COMMERCIAL INSTRUMENT

Dale Herman Fort Shaw
Rue Liggett Billings
Stephen Matson Butte
Douglas Long Wolf Point

MULTIENGINE INSTRUMENT

Kenneth Pfeifer Bridger

INSTRUCTOR

Randall Colbert Anaconda
Carson Coryell Forsyth
Arthur Wells Clancy
Jonathan Finley Helena

INSTRUMENT INSTRUCTOR

Berry Jackson Bozeman

INSTRUCTOR RENEW/REINSTATE

Michael Jones Bozeman
Allen Coomber Billings

PAN AM UPDATE

By: Redge Meierhenry
Aviation Representative

The current 800 number continues for all out-of-the-Helena-area modem callers into the Pan Am WeatherMation unit. For those of you who still have not received word, dial 800-562-7160 or 449-6416 if you live in the Helena area. Although the 800 number continues, Aeronautics is not planning to make this a permanent feature of the Pan Am briefing. The reason for this is that the cost included with operating a toll free number is a sizable expense to the Aeronautics budget. Our wish and goal is to devote our financial resources to purchasing additional WeatherMation units for placement around the state rather than use of funds for the phone bill. The conversion of the Pan Am WeatherMation unit from a trial basis to permanent status is still ongoing. The question here is not "is it a valuable service to Montana pilots" or "is it accepted by pilots for use" but rather putting together the financial support for the ongoing operation of the WeatherMation system. Aeronautics is committed to the purchase of the WeatherMation unit, but we must have in place the funding to pay for the monthly satellite downlink fees charged by Pan Am to continue its use in the long term. This is the current dilemma, but we are optimistic that we will resolve this issue.

As a final note, we wish to thank all of the pilots who have called and written to us expressing their enthusiasm for the system. We certainly agree that WeatherMation provides a unique and valuable service to Montana pilots. As always, we continue to solicit your comments to us on any matter regarding the Pan Am WeatherMation unit.

YELLOWSTONE FLY-IN HELD LABOR DAY WEEKEND

It was a relatively light turnout, but those who attended the Yellowstone Fly-In September 1 - 3 thoroughly enjoyed the weekend.

A Density Altitude Clinic was held on Saturday afternoon with the rest of the weekend spent in touring the Park, socializing, and the inevitable "airplane talk." A great deal of support was offered for the fly-in from the community of West Yellowstone with many of the local businesses donating prizes which were given away both Saturday and Sunday.

Winner of the Density Altitude Clinic was Ray Schlesinger, San Francisco, who also received a prize for having come the farthest distance. Second place in the Clinic went to Lanny Hanson, Glasgow, with third place being taken by Glen Kenney, Helena. Lanny Hanson also won for the oldest airplane at the fly-in.

Prizes were donated by the Stage Coach Inn, Loomis Enterprises, National Car Rental, Avis Car Rental, Yellowstone Aviation, Dave's Airport Cafe, and the Montana Aeronautics Division.

Our thanks to all those who so generously donated prizes and offered their time for a successful fly-in.

99s AIRMARK FORSYTH



The 99s completed one more airmarking project before the snow flies - this one at Forsyth - which they marked on August 18. Airmarking is an ongoing project for the 99s - the Aeronautics Division supplies the paint. Pictured above are (from left) Tina Pomeroy (99s president), Livingston; Linda Marshall, Belgrade; Rolan Albright, Roundup; and Brian Schwend, airport manager at Forsyth.

REPORTED UNSAFE CONDITIONS AT MONTANA AIRPORTS

Montana Pilots: You are requested to report to us any unsafe conditions observed at Montana's airports. Do not report operational problems or operation safety hazards. We solicit these comments as a service to all subscribers so that this column can disseminate these observations and improve pilots' awareness of hazards. Montana Aeronautics will not edit or make judgements concerning any reports as to their merit, nor will we insti-

tute any reprimand or other actions against the airport owner with regard to these remarks. What we will do is act on behalf of all Montana pilots to recommend correction to the airport owner to eliminate or reduce liability they may have with respect to any unsafe condition so identified. You, as an observer, may remain anonymous, and will always remain so in our correspondence to airport owners.

As a followup to a previous newsletter report in this column regarding the condition at the Wisdom airport which were considered to be dangerously unsafe, we need to inform you that the Wisdom airport is closed by NOTAM until further notice. We will keep you advised of the changing status, if any, at Wisdom.

2,000 copies of this public document were published at an estimated cost of \$.42 per copy for a total cost of \$837, which includes \$632 for printing and \$205 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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